ASTORIA - U.S. CUSTOMS OFFICE

In 1848 the political life of Oregon was changing rapidly. James Polk, Democrat, was ending his term as President of the United States. After an all night session on August 13, the U.S. House and Senate agreed on a Bill to give Oregon territorial status. Polk was a staunch supporter of Oregon, and, if he were to get the new territory on a solid working basis before he ended his term of office in March 1849, he would have to quickly make his appointments . By March of 1849 he had the following Federal officials on duty in Oregon: General Joseph Lane, Governor; Colonel Joseph Meek, Marshal; Hon. Orville C. Pratt, associate Justice; and for the newly appointed port of entry at Astoria, General John Adair.

When Zachary Taylor, a Whig, replaced Polk as President, he offered the post of Governor of Oregon Territory to, then little known, Abraham Lincoln. The position was declined, and General John Gaines was appointed to replace Lane in 1850. Gen. John Adair retained the position of Collector of Customs.

Astoria was just in the beginning stages of what would become some difficult growing pains. In 1843 James Shively had taken up a Donation Land Claim on ground surrounding the Hudson's Bay Company. Within a year Colonel John McClure took claim down river to the West, and the newly appointed collector of customs found his claim to the east of Shively. In the tradition of the early pioneers, each displayed his independent nature and developed plats of future town sites on their claims. As you might guess three town sites shoulder to shoulder and planned independently were asking for future confusion.[1] Blocks on the tracts were platted at different sizes so, naturally, the roads did not match at adjacent boundaries, a problem that had to be addressed at a later date when populations increased.

Of course the first customhouse was to be established in what became known as upper Astoria or "Adairsville". Lower Astoria, also know as "Old Fort George" or McClure's Astoria, received two companies of United States engineers, and the post office. The only communication between the two Astoria's was by boat across the bay.

As director of Customs, John Adair established the groundwork for the office that was to be followed for years to come. Other jobs beyond the ordinary U.S. Customs responsibilities that were added:

---

[1] Betty Rae Dodds, The Relocation of Geologic Locales in Astoria, Oregon, The Ore Bin, Volume 25, No. 7, July, 1963, page 115.

Comptroller of Public Monies, comprising payment of the state legislature, the officers and men of the Revenue Marine service, and the Territorial officers.
Commissioner of Lights, Buoys and Beacons.
Supervisor of the Marine Hospital Establishment; responsible for all disbursements for relief of destitute, sick, and disabled seamen in the merchant service.

Adair even had jurisdiction over ports in the San Francisco area for his first six months until a Customhouse was established in that area.

Compensation for the first customs officer was $1000 per annum plus 3% on all monies received on account of duties up to $3,000 thus giving him an annual income of a maximum $4,000. In addition he could receive $300 as Superintendent of Lighthouses, but nothing for service as Comptroller of Public Monies nor services as Marine Hospital Supervisor. The salary was raised considerably in 1852 with a salary of $3,000 plus commissions up to a total limit of $5,000.[2]

Before 1849 the Customs Service was directly controlled by the U.S. Secretary of Treasury. At this time a Commissioner of Customs was created. In 1869 a separate branch within the Treasury was informally created, becoming official in 1875.[3] Following the Civil War, corruption within the federal establishment was becoming rampant and changes were being made in an attempt to bring about reform.

When Adair came to Astoria in 1849, he first occupied the McClure house in Lower Astoria. He tried to get land for the customhouse from different property owners. Had the people of Lower Astoria been willing to donate land for the building, or to offer it at what Adair considered a respectable price, it might have been different. In a bit of pique, he went to his place in Upper Astoria, first working from his home, and began building the first customhouse on the Pacific Coast. Quoting from a letter written by Collector of Customs at Astoria, John Fox, and dated May 25, 1900[4]. *"The first building used for Custom House was built during the summer of 1849 at a point about one and one half miles east of the present location on ground owned by the Government, one*

---

[2] Harvey Steele, Hyas Tyee, The United States Customs Service in Oregon, 1848-1989, (Washington D.C.): Department of the Treasury, United States Customs Service, (1990), pgs. 3-42.

[3] Carl E. Prince and Mollie Keller, The U.S. Customs Service - A Bicentennial History, Department of the Treasury, U.S. Customs Service, Washington D.C., 1989, pgs. 97 and 144.

[4] As found reproduced in publication by Harvey Steele, Hyas Tyee, The United States Customs Service in Oregon, 1848-1989, page 13.

and one half lots in Adair's Astoria. This building was burned soon afterwards in 1851 [1855 according to other accounts]. A new building was immediately built on the site of the one destroyed, which still stands, a dilapidated wreck. This building was occupied as a Custom House up to 1860...."[5] A historic marker now marks the spot at the present 34th Street and Marine Drive. But here it was not even accessible by road to main town. The only means of getting between Upper and Lower Astoria was by boat. It was demolished in 1904[6] (other references give 1918 as the date it was officially burned by the city), and it is presently (1992) being planned to rebuild it as a part of the historic landmarks program. And historic it is, being the first customhouse west of the Rockies built by the U.S. Government for that purpose and Col. Adair was the first commissioned Customs Agent on the Pacific Coast. By January 1850, $23,000 had been collected of which $6,800 had been paid under protest by the Hudson's Bay Company. In 1850, 44 ships entered and cleared the port.

Adair conducted a very aggressive office, particularly against the Hudson's Bay company. Their boats were not allowed to make direct passage to their ports, one of which was Fort Nisqually in Puget Sound. This made it necessary for them to enter over the bar to Astoria, then leave again for Puget Sound, adding additional miles and danger to their trip. Adair also confiscated a British ship, the *Albion,* for trespassing on American territory to cut and load spars for the British navy. It took nearly 20 years of negotiation to resolve this act.

Except for a brief interlude when George Gibbs served as Customs Collector, Adair kept the job until April 1861. Gibbs was thwarted by the politics of patronage and served only 6 months.

William Lysander Adams was appointed by Abraham Lincoln in April 1861, beginning a long line of Republican appointments. Adams had originally settled on a farm near Yamhill. In 1855 he had purchased the Oregon Spectator, renaming it the Oregon Argus, a very influential Whig newspaper.

Adams moved the customhouse activities to lower Astoria, at first upstairs in an old building on the river's edge next to where the Parker House hotel stood on 12th Street. Uncle Billy, as he

---

[5] Other accounts of the first Customhouse can be found in the following sources: Vera Gault, Where Was the First Customs House?, Astorian, February 3, 1989 (references given: The Astorian Budget, Feb. 23, 1931; Oct. 23, 1945). 1986 Holiday, Historic Homes Tour, Early History of Upper Astoria.

[6] The Daily Morning Astorian, March 30 1906. Harvey Steele, Hyas Tyee, The United States Customs Service in Oregon, 1848-1989, page 12, mentions a photo taken in 1918 with demolition shortly after. Vera Gault, "Then and Now", Where was 1st Customs House?, Feb. 3, 1989, Astorian, gives the date, 1918, when the building was officially burned by the city.

was affectionately called, found his biggest claim to notoriety, while in office, by being robbed of $20,000 in gold coin. He was traveling by steamer to San Francisco carrying about $57,000 in gold coin and legal tenders to settle his accounts with the U.S. Treasury Department by December 31, 1866. Apparently he disagreed with the Purser's politics (he had served the rebel government) and wasn't about to trust him with the money in the ship's safe. So he kept it, instead, in the trunk in his room from where it was stolen. Although the money was eventually found and Adams was vindicated, he was marked by the incident. Following his tenure he returned to his Yamhill farm, traveled, and studied medicine in Philadelphia.

This is the situation to which Alanson Hinman arrived to be commissioned on March 19, 1867. He had just served in the forty day session of the Oregon House of Representatives in 1866, lasting from September 10th to October 20th.

H.W. Corbett was elected to serve as a U.S. Senator and received his share of political patronage from the incumbent U.S. President, Andrew Johnson. It was by Corbett's recommendation that Hinman received his appointment as U.S. Customs Collector.[7] To serve under Hinman as Customs Inspector, was J.Q.A Bowlby, who was the son of Wilson Bowlby, a Forest Grove physician and druggist.

When Hinman arrived with his family at Astoria, he moved into the house built and occupied by William Adams, the retiring Customs Collector. This would be on First Street between Astor (Concomolly) and Bond (Chenamus).[8] Land records show that Hinman purchased, from Adams, 40 acres of the original land claim of John McClure (exclusive of 2 acres on the N.W. corner already deeded to P.W. Gillette) which included the site of the Adams home. At the same time, he purchased the adjacent Blocks 16 and 17. For these he

---

[7] At this same time, Wilson Bowlby was appointed as Collector of Internal Revenue for Portland. An August 19, 1928 article in the Forest Grove News Times, by W.K. Curtis, mistakenly reported his appointment to be as Collector of Customs at Portland. First Collector of Customs at Portland was Harvey Scott, July 9, 1870.

[8] There is some confusion about this. The Daily Astorian, March 3, 1929, reports that Dr. Adams bought forty acres where his home was and sold it to Mr. Trullinger in 1865 or 66. The Daily Astorian(possibly the Astoria Budget), March 14, 1911, carried an article written by a pupil of Taylor School reporting that A. Hinman had built the home about 1870. On May 25, 1984, the Astoria Newspaper had a notice of public auction listing a parcel of land: the east one-half of lot 18, block A of Hinman's addition. The property was described as on the north side of W. Bond Street between Hume Avenue and 1st Street. This describes the probable location of the "Adams" Home. The truth would appear to be that Adams built the house when he was Custom agent, and sold it to Hinman when the job exchange was made. Hinman sold off a section of it to John Trullinger in 1875.

paid $3,400 on March 7, 1868.[9] It has been described as a rather elegant house with fountains and much style. An article in the San Francisco NewsLetter and California Advertiser, on February 24, 1866, mentioned that Adams residence was valued at $1500.[10] [11] The main tract of land was bounded on the north by the Columbia River, the south by Olney Avenue, to the east by the existing city limits (between 1st and 2nd streets) and to the west by the west boundary of the McClure Land Claim. Blocks 16 & 17 were adjacent to the east and between Concomolly (Astor) and Squemoque (Commercial). The 1870 census shows Customs Inspector J.Q.A. Bowlby was living with the Hinman family at this residence. In later years, after remaining empty for some time and greatly deteriorated, it was called the haunted house.

Astoria was aspiring to become an important link to trade in the Oregon Territory. The town became incorporated in 1856 and the Astoria and Willamette Valley Railroad was begun in 1858. The U.S Army troops were no longer in town, and citizens were basing their future on shipping and internal trade with settlements along the Pacific Coast and lower Columbia River.

The Revenue Cutter, *Joe Lane,* was serving Customs from Astoria and Port Townsend from 1867-69, although some felt it had never been known "*to chase anything larger than wild ducks*". Previously it was operating at San Francisco and Puget Sound.

Following is a list of articles of commerce and the rate levied by customs:

A. 100% Brandy, spirits, etc.

B. 40% Spices, preserved fruits and meats, cigars, snuff and manufactured tobacco, cut glass, manufactures of cabinet woods, wines, etc

C. 30%; D. 25% ; F. 15%: Included the great bulk of commercial products.

G. 10%; Books, building stone, diamonds and other precious stones, watches, etc.

H. 5%; Various articles manufactured or in a low state of manufacture and used in existing industries.

I. Free; Coffee and Tea, copper ore, cotton, and a few other commodities.

Beyond the day to day activities of the Customs during the

---

[9] From the Deed Book at the Clatsop County Court House, Volume C, page 181.

[10] Harvey Steele, Hyas Tyee, The United States Customs Service in Oregon, 1848-1989, pg. 33.

[11] The tax assessment rolls at the Oregon State Archives show the 38 acre lot in 1872 to be assessed for property value of $5,000.00 and personal property to have a value of $5,050.00.

Hinman administration, little out of the ordinary took place that I have found. A search of the records of the National Archives, Pacific N.W. Region at Seattle, revealed some information in the form of letters from the Department of Treasury to Astoria.[12] One letter from the U.S. Treasury Department to Hinman on April 1, 1871 was rather amusing. To quote; "*Sir, As requested in your letter of the 15th ultimo, you are authorized to purchase one pint bottle of Mucilage at a cost not exceeding the sum of ninety cents, and you will include the amount in your next estimate, referring therein to this letter by date. Signed, Wm. A Richardson, acting Secretary of the U.S. Treasury Department.*" As the National Archivist at Sand Point said, "*this is an interesting bit of bureaucratic trivia*".

While Alanson Hinman was serving as Collector of Customs, the United States was in the process of purchasing Alaska from the Russian government. Several letters pertaining to this were found. On June 6, 1867, a letter went out to all west coast customhouses giving permission to clear certain items for shipment to Sitka, Alaska, but for no other Alaskan port. Only Sitka would have agents on duty to admit such cargo. No arms, ammunition, or ardent spirits were to be allowed. The transfer of Alaska to the U.S. was not yet completed and all manifests had to be countersigned by the Russian Consul. It wasn't until October 18th of that year that the transfer was completed. Later, ports were opened at Wrangell, Tongass, Kenai, and Kodiak.

On July 7, 1879, the west coast customhouses, including Astoria, were advised by the Secretary of the Treasury that by his authority given in an act of 1868 relating to customs, navigation, and commerce of the territory ceded to the United States by Russia to establish a collection district therein and for other purposes, "permission is hereby given to the inhabitants of Alaska to kill the Sea Otter".

In 1870-71 a complaint was filed that Hinman was requiring boats to be licensed that were engaged in neighborhood intercommunication, getting firewood, going to the mill, etc. However, they were also being used for handling oysters in Shoal Water Bay, carrying lumber, and other merchandise , as well as passengers for hire. The Secretary of the Treasury upheld the ruling.

Permission was granted to allow vessels headed for Portland to not require search and appraisal at both Portland and Astoria, but they would have to carry an inspector with them from Astoria.

A letter of May 3, 1869 explained how packages should be

---

[12] Letters from Group #56, Microcopy 176, Rolls #4, 5, & 6, National Archives, Pacific Division, Seattle, Washington.

corded and sealed. "*Cording and sealing will be done in the following manner, viz: the cords, which will be wire, shall encircle the packages so that access cannot be had to the contents of the same, without breaking or otherwise tampering with the wire. The ends of the wire will be twisted and knotted, and then sealed with a leaden seal which shall be stamped by you in such a way as will prevent its being removed without the knowledge of the customs officer at the port of destination*".

On June 12, 1869 the bark, *Jane A. Falkenburg,* of Astoria sailed from San Francisco some five days after her coasting license had expired. Hinman was advised by the Treasury Department that he must apply the penalties, and if there were complaints they were to be made to the Treasury Department.

A letter dated September 27th, 1867 carried the message to Hinman that the California, Oregon, and Mexico Steamship Company had asked that when arriving at the Astoria port with mails on Sunday and destined for Portland, it be cleared on that day. Although the law did not require that the Customs office transact official business on Sundays, the Secretary of the Treasury asked that an exception be made to allow prompt delivery of the mail.

On July 13, 1868, land was purchased for a new customhouse for $8,000.. The building was commenced June 14, 1869 and completed and occupied January 25, 1873 at a cost of $67,986.28. Superintendent of the construction was E.D. Baldwin. The outside walls were of sandstone quarried near Astoria. The building was shared with the post office, six rooms being assigned to each. Alanson got to occupy it for about two months.[13] Hinman received a letter from the Treasury Department, Office of Commissioner of Customs, on August 4, 1873: "*Your account for construction of the Custom House and Post Office, from February 1st to April 14th, 1873, under your bond dated March 6th, 1871, has been adjusted at this department and closed*". *Signed W.T. Haines, Commissioner.*[14] The building remained until 1931 when it was demolished and a new building was erected.

A. Hinman was an active member of the Congregational Church in Forest Grove before his move to Astoria. In 1865, before Hinman arrived in Astoria, notices were being placed in the Astoria paper advertising religious services of the Congregational Society of America. In 1866 the Congregational Church was organized with about a dozen members. The minister was David B. Gray. He was

---

[13] History Of Public Buildings, Custom-House, Etc., Astoria, Oreg., page 485.

[14] Letter on file in the Special Collections of the Oregon Historical Society Library, Portland, Oregon.

ordained in 1862 with his first pastorate at Albany, Oregon.[15] Many New England people were members of the congregation. A building was erected at 10th and Exchange streets (block 46, lot 4). The lot was purchased on April 23, 1867 from Sylvester B. Ingalls for $600.[16] Parts of the building were rented to churches which did not have a building of their own.[17] It is possible that Alanson Hinman assisted them in obtaining money for the building as he held a mortgage on the church.[18] The church is visible in the sketch from Capt. Hustler's map - 1870. This can be found on display at the Columbia River Maritime Museum in Astoria. In 1868 Rev. D.B. Gray, W.W. Parker, and Charles Stevens were listed as trustees of the church. In 1870 Alanson Hinman joined this list.[19]

The Church was finally disbanded, the remaining members transferred to the Presbyterian Church, and the building was sold to the Baptists.

A few years earlier, 1857-1858, Hinman's father-in-law, the Rev. James Gerrish was making trips to Astoria in his capacity as a Methodist Circuit Minister. He made his home west of Forest Grove, so had a fair distance to travel to his work. He would take a steamer[20] down the Columbia River to Astoria, usually staying in Upper Town with Lorenzo Root as a guest of the hotel. His diary entry for March 7, 1858, lamented that Bro. Root had gone and *"I have lost a home and have no sure home to retire to unless I stay as a traveler and pay"*. Further entries, however, indicate that he often stayed with John Shively. While in Upper Astoria he usually preached at the Customhouse. He would then go to Lower Astoria where he would preach at the M.E. Church, and stay and eat with local persons.[21] He also preached at the Court House until the Sheriff told him the City Council would no longer allow it. He spent a good part of his time waiting for transportation across Youngs Bay, either waiting for a boat or waiting for good weather. One time he went with a flat boat in bad weather, and after much trouble and 7 hours later arrived at the opposite side. He would

---

[15] E. Ruth Rockwood, Letters of Charles Stevens, O.H.Q, Vol 38, 1937, page 337.

[16] Deed Book at the Clatsop County Court House, Book C, page 70.

[17] Astoria Story of Sesquicentennial, 1811-1961, page 33.

[18] Personal communication with Liisa Penner, Historian at Astoria who found this in a book of early deeds, page 241.

[19] Land deeds at the Clatsop County Court House, Book C, pg.205, 384, 402, 403.

[20] Mentioned were the Steamer Multnomah, Belle, and ocean steamer Commodore.

[21] Names mentioned were Col. Taylor, Joseph Jeffries, and Mr. Welsh.

arrive at Lexington Landing at Skipanon and travel to Jewetts, Conditts, Peases or Davidsons, among others, and often go to the Presbyterian church of Lewis Thompson to preach. The Rev. Thompson was a very early teacher at the Tualatin Academy in Forest Grove before going to Astoria. He was also on the Board of Trustees of the Academy until resigning in 1853, being replaced by A. Hinman.

On October 18, 1857, Gerrish met Rev. Tanner who had lately been appointed as a minister for Astoria by the Congregational Church. Apparently he did not stay in Astoria for long, since it was 1866 before a Congregational church was started. One session on this circuit kept Rev. Gerrish away from home from November 7, 1857, until February 5, 1858. This was said to be one of his most difficult circuits.[22]

Rev. Gerrish's diary entry for September 16, 1857, indicated, "*20 families at Clatsop Plains, at Astoria 28,in the county 410 souls, at Clatsop one Presbyterian church and at Astoria one M.E. Church 10 members of our Church in the County all counted, it is one of Satans strong holds for infidelity and spiritualism, devillism, O When will the wickedness of the wicked come to an end*".[23]

He shared the pulpit several times with the Rev. Lewis Thompson at the Presbyterian Church at Clatsop Plains, and on Thanksgiving, 1857, was invited to present the sermon. Several times he had tea with William Gray. He was particularly upset after spending the night with the Gearhart's. They had previously been members of the church and had now turned away, denouncing the Bible as untrue and contradictory.

Until 1870 the population of Astoria had remained relatively small, but at this time it began to grow. Many of the locals had been buying waterfront property. Now in 1872, the State of Oregon, which until this time had owned the property between high and low water marks, offered to sell it to landowners who owned the waterfront property.[24] This opportunity was quickly taken advantage of by many. On May 23, 1867 Hinman had purchased lot 2 of block 66 for $50 from Cyrus Olney.[25] This would be the center lot facing north on Jefferson (Duane Street), to the east of Hamilton (12th street). Now, on February 18th, 1876, for $1.65, he

---

[22] Information from The Diaries of James Gerrish, book #5 and #6.

[23] Copied from the Diary of the Rev. James Gerrish, book #5.

[24] E. Ruth Lockwood, Letters of Charles Stevens, OHQ, Vol. 38, 1937, page 354.

[25] From the deed book at the Clatsop County Court House, volume C, page 124.

purchased the tide and over-flowed land fronting this lot.[26] It is interesting to note that this property is now well away from the water front. Because of a lack of level land, most of the business district began to be built on land fill and pilings over the water.

In a similar manner he purchased tide land property fronting his 38 acre tract purchased from William Adams in March 1868. This purchase was on October 2, 1875, for $15, and gained him 3 acres.[27] The following month, on November 3, 1875, Hinman sold this tideland property plus some adjacent land to John Trullinger, a total of 12 acres.[28] [29] Trullinger planned to build a steam sawmill (The West Shore Mills). He had it in operation by March 11, 1876 and could manufacture 60,000 feet of lumber per day. This was sent to San Francisco by schooner.[30] [31]

In the same transaction Hinman sold John Trullinger 1/2 undivided interest in the 38 acre tract purchased from Adams. Total of the two transactions was $5,500.

In 1885 the part of the undivided tract north of Court Street, was divided between Trullinger and Hinman and formed what became known as Trullinger's Astoria and Hinman's Astoria.[32]

Another property owned by A. Hinman was lot 6 of block 2. This was north of Concomolly (Astor), between 2nd and 3rd streets. The interesting part of this piece of land is the amount of personal property valuation that was assessed. It reached a peak in 1871 of $6050., but did not show any valuation the following year. The piece of land was recovered from a judgement against A. Laframbois for $288 and costs at a sheriff's sale on November 9,

---

[26] From the deed book at the Clatsop County Court House, Volume E, page 502. This was purchased under the act of the Legislature of Oregon entitled an act to provide for sale of tide and over flowed land on the sea shore and cost approved October 28, 1872 and act amendatory approved October 26, 1874. (State Record Book #193). The $1.65 was paid to the Board of Commissioners for sale of school land.

[27] From the deed book at Clatsop County Court House, Volume E, page 383.

[28] Deed book at Clatsop County Court House, Volume E. page 418.

[29] CUMTUX, Vol. 9, #2; Spring 1989, page 7, West Shore Mills at Astoria.

[30] CUMTUX, West Shore Mills at Astoria, Vol. 9, #2 Spring 1989, Clatsop County Historical Society, Pg. 7 West Shore Mills at Astoria.

[31] History of the Pacific Northwest, Oregon and Washington, North Pacific History Company, 1889, Vol. II, Bibliography of J.C. Trullinger, page 609. The acreage purchased from Alanson Hinman for the Trullinger West Shore Mill is given here as 40 acres.

[32] Deed book at the Clatsop County Court House, Book 10, pages 634 and 637.

1868.[33] It was sold in April 1887 for $1200.00 to Catherine Goodman.

Later letters from Alanson, Sr. to his son Alanson, Jr. indicated he was trying to sell his lots. On August 9, 1896 he wrote *"I do not think prosperity is changing hands very much at Astoria. We have sold out of my tract only about $2000 as yet. None sold of late."* By October 1897 he had sold more, and on June 19th, 1899 he reported *"It was well that I sold the tract of land in Astoria at the time I did for everything seems to be dull in the real estate business. Taxes are very high. I do not understand of any demand for property in Astoria. The people giving to the railroad feel very much disappointed. Things may change after a while."* At least by 1896 he was being represented in Astoria by the Hinman Tract Land Company, with Charles Rogers, Pres. and N.M. Walker, Secretary.

In 1878 the first road was built connecting the Upper and Lower Astoria. The city limits were expanding. On Dec. 23, 1882, with certain restrictions, Trullinger and Hinman deeded to the city a strip of land 60 feet wide and reaching from the west end of Chenamus Street and across their land to the west boundary of the McClure Land Claim.[34] In 1891 the city was dealing with Hinman to purchase land between Concomolly and Chenamus street[35]. They were also eyeing additional property to extend Chenamus street. This was the beginning of numerous letters and newspapers articles. The city felt that the acquisition of property for roads was compensated by the improvement of remaining property and therefore required little reimbursement. The acquisition of 3/4 of an acre of his waterfront property was made without notifying him of their intentions. He reported that the 14 acre tract was assessed at $2,000/acre and considering the difference in value of what they were taking compared with the remaining property he placed a value of $6,000/acre or $4,500 for the 3/4 acre. He was also unhappy about what he felt was unnecessary damage to the remaining property because of the excessive grade to be made. Altogether, he calculated a loss to him of $9,700 for which he was given a "modest" compensation of $15. It was the receipt of this $15 that alerted him to what was happening.

In the Daily Astorian, August 17, 1892 he wrote the following: *"The grade to be established would be damaging to the property. The establishment of this street to suit this tract and*

---

[33] Deed book at Clatsop County Court House, Volume C, page 366.

[34] Deed book at the Clatsop County court House, Volume H, Page 361.

[35] A letter from the office of C.J. Curtis, City Attorney, to A. Hinman and dated May 26, 1891. On file at the Oregon Historical Society Special Collections.

Trullinger tract should be graded as not to require more than 10 or 12 feet at the highest point on the W. line. This street should be continued on through Trullinger and back of Union town connecting with Taylor's Astoria.

The grade which the council has established is such a low grade that the damage cannot well be established for it renders the property inaccessible. It will require cuts of 27 feet, whereas the property will allow only 10 - 12 feet without damage. I will donate $500.00 [later he upped it to $1,000] toward having it done correctly. The street, for the accommodation of heavy traffic must and will be on the river front. The right of way can be better secured now than at any future time."

For taking such a stand he was severely criticized by further articles in the Daily Astorian.[36] Judge Osborn ruled against Hinman, and the council began taking bids for the completion of the street as planned. Unfortunately, at this stage, three others decided to complain and further delays resulted. The victims of all this were the residents of Union Town, who could not get to the shopping areas of the main town and were cut off from the schools, and churches as well. Their alternative was to "*creep over the slab piles on Trullinger's ground*", or utilize the Bay Railroad when it was in operation, but that ended at Main Street.

It would appear that for many years Bond Street (Chenamus) and Taylor Ave., which connects with it, did carry the major traffic through town and around Smith Point. Now, however, it seems that Marine Drive (Concomolly, Astor) takes the major traffic from the Coast Highway and through Astoria. Can we say that to some degree his viewpoint was vindicated?

In 1872 the politics of Oregon changed. J.H. Mitchell defeated Senator Corbett for re-election. Mitchell was also a Republican, but was a controversial figure of disputed moral and ethical character, and many of the party did not favor him, including Alanson Hinman. The triumph of the Union armies in the Civil War and the overthrow of the Confederacy had resulted in a powerful and exultant Republican party in Oregon. But along with this came much corruption which aroused bitter opposition within the party. Mitchell was the attorney of Ben Holladay of railroad fame. "The Centennial History of Oregon" describes Holladay as a "pioneer in the infamous business of corrupting the Oregon legislature." In 1868 Holladay was perceived to have bought up the legislature to designate a fictitious and fraudulent railroad company to receive the Oregon and California railroad land grant.

---

[36] Articles have been found in the Daily Astorian pertaining to Alanson Hinman and Chenamus street on the following dates: August 17, 1892 (2 pieces); August 19, 1892; August 21, 1892; September 3, 1892; September 13, 1892; September 14, 1892; September 30, 1892; and October 2, 1892.

An article in the Forest Grove News Times, August 19, 1928 by W.K. Curtis reported that H.W. Scott, Editor of the Oregonian endorsed the 1872 election of Senator Mitchell to save the face of Mitchell who was under charges of having to leave his native state, Pennsylvania under a changed name.[37]

The bottom line of all this controversy was that many of the Republicans, including A. Hinman, did not give their support to Mitchell. After the 1872 election of Mitchell, and Hinman's support of Gibbs (and later Corbett) in 1866, as nominee to run for the Senate, A. Hinman was not in good favor and he was relieved of the position of Collector of Customs, being replaced by William D. Hare on March 20, 1873.[38]

He packed up his family and returned to Forest Grove. J.Q.A. Bowlby remained in Astoria and developed a law practice and later was appointed as a Judge of Clatsop County. In 1870 Bowlby built a home in Astoria at 1229 Franklin Avenue.

---

[37] Malcolm Clarke, (Oregon Historical Society), 1975, Pharisee Among Phillistines, The Diary of Judge Matthew P. Deady, 1871-1892, lists numerous references to reports of bigamy, seduction, bribery and vote fraud. in which Mitchell was involved.

[38] A letter written by Alanson Hinman to the Hon. W.W. Upton concerning actions of Mitchell concerning his position as Customs Collector, is on file in the Special Collection Section of Knight Library at the University of Oregon, Eugene, Oregon.